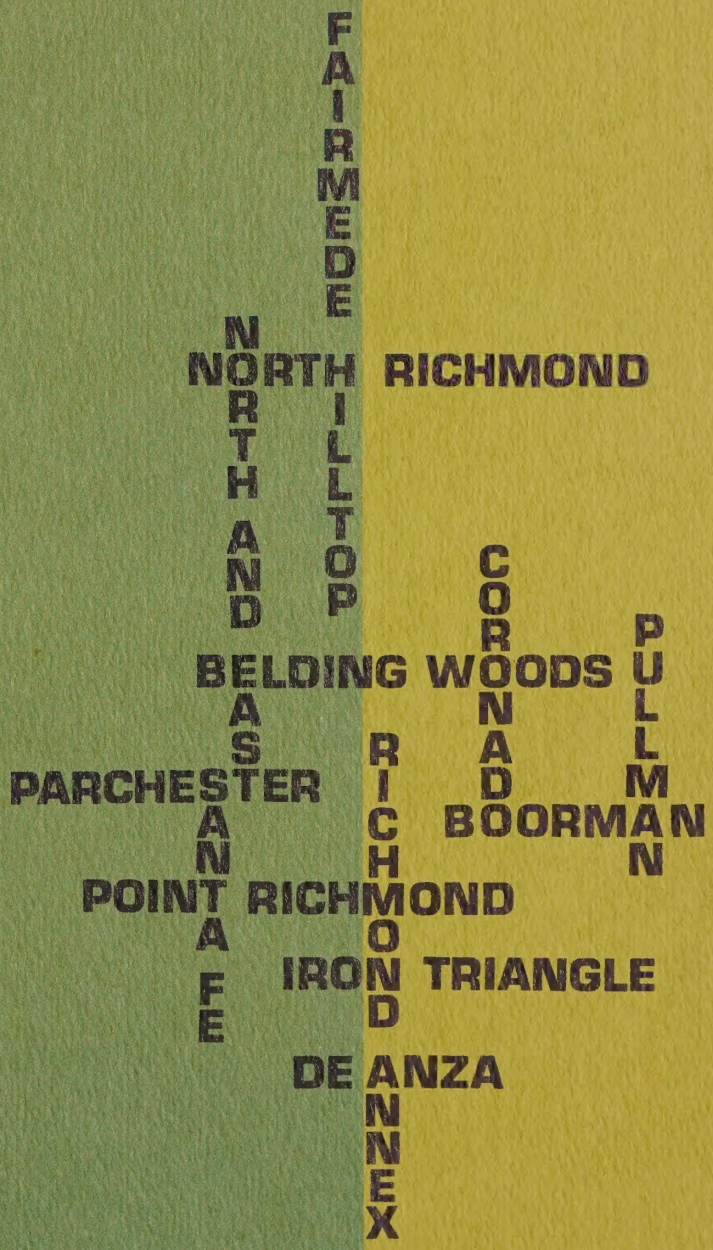
COMMUNITY RENEWAL PROGRAM



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RICHMOND CRP

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COMMUNITY RENEWAL PROGRAM
RICHMOND, CALIFORNIA 1965-75

SUMMARY of MAJOR RECOMMENDATIONS

The Richmond Community Renewal Program was approved by resolution of the City Council on January 3, 1966. A limited number of copies of the complete report are available from the Richmond City Planning Department.

OLD FIREHOUSE AT POINT RICHMOND

HISTORICAL BACKGROUND OF RENEWAL IN RICHMOND

Prior to World War II Richmond was a "young" community; one with little need to consider the question of renewing itself. During the war years the City went through a period of almost unbelievable population growth, from 23,000 to over 100,000 in less than four years. The story of those hectic years is well documented elsewhere and need not be repeated here. However, it should be noted that this period of explosive growth, under emergency conditions, still affects Richmond's urban renewal picture today in at least five significant ways.

1) The temporary housing constructed in the 1940's was cleared during the 1950's and the Richmond Redevelopment Agency was created to undertake the rebuilding of vast cleared areas. This necessary job has diverted renewal efforts and money from other areas of the city in need of them.

2) The unattractive development and community disorganization of the war and post-war years has left Richmond with a negative image as a place to live. Although to a great extent this image is no longer appropriate, it does exist and it does seriously affect the investment climate for development in the city.

3) Although large amounts of temporary housing were built, this did not prevent the intensive use, and mis-use, of the already existing stock of housing. Many problems in the City's older housing areas can be traced to the pressures of the war and post-war years.

4) Local and national shortages of materials, created by the emergency conditions, tended to cause standards of construction and maintenance to be lowered, resulting in problems of deterioration today.

5) The rapid population growth far exceeded the ability of the community to provide or improve needed public facilities, such as adequate streets, sewers, parks, schools, etc. Even with large amounts of Federal and State assistance the community's financial resources have been strained in catching up with these needs.

Richmond has certainly not been unaware of these renewal needs of the post-war period. In fact, as noted above, it was in order to reweave the holes left in the fabric of the city by the removal of temporary housing that the city created a Redevelopment Agency in 1950. But it was not until the long and difficult process of Redeveloping former housing project areas was well advanced (although not completed) that the Redevelopment Agency was able to shift its attention to other areas of the city. As a result the Hensley Industrial Park Project and Downtown Richmond Project were undertaken.

Although these two areas are particularly critical, they are not the only areas of the city in need of renewal. In about 1960 it became apparent that Richmond needed to step back and take an overall look at the city's renewal problems. A program was needed which would provide a continuing, coordinated approach to renewal--one that would make it possible for the community to bring all of its problems into focus and to consider them with as much intelligence and foresight as possible. The need for such an approach is not confined to Richmond--it exists in every American city which has renewal problems. In recognition of this need, Congress has authorized Federal support for "Community Renewal Programs" under the Housing Act of 1959. In 1963, Richmond, taking advantage of this support, began its Community Renewal Program.

PURPOSE OF THE RICHMOND RENEWAL PROGRAM

Richmond's CRP is essentially a planning tool to help coordinate and schedule all renewal activity on a city-wide basis, for the coming five to ten years.

The need for coordination and scheduling is apparent from the definition of the term "renewal activity." "Renewal Activity" includes the full range of public and private actions necessary to maintain and improve an area within the community. These may vary from complete redevelopment of a blighted area to a rehabilitation or housing code enforcement program, improvement of public facilities, zoning modifications, development of a neighborhood organization, elimination of traffic problems, purely aesthetic improvements, and so forth. The CRP must be city-wide in coverage in order to insure a balanced view of the renewal needs and to insure proper consideration of priorities. The five to ten-year range is intended to meet the need for a middle ground between year to year scheduling and the long range approach of the General Plan. In addition, this time span matches generally the projections of the city's six-year Capital Improvement Program for major public expenditures. A Community Renewal Program even if fully carried out, cannot be expected to remove permanently all of the city's blight. The passage of time and the very rapidly changing conditions of our society make renewal a never ending process. Therefore, it is extremely important that the city keep its CRP up to date. Like the Capital Improvement Program and General Plan, it should be annually reviewed and revised.

Briefly, it is the purpose of the CRP to provide Richmond with:

(1) An accurate picture of its present renewal needs; (2) a scheduled set of actions for meeting these needs: and (3) a method for constantly keeping this picture of needs and schedule of actions up to date.

GOAL OF THE COMMUNITY RENEWAL PROGRAM

The accomplishment of the purpose outlined above through the adoption of the Community Renewal Program, is, of course, only the first step. Only if the recommended actions in the CRP are actually undertaken can they lead to the ultimate goal of the CRP. That goal is to develop Richmond into as balanced, healthy and interesting a community as possible.

To reach this goal will require renewal action at three related levels. First, it means renewing Richmond in the sense of Eliminating Physical Blight in the form of rundown structures, outworn street and land subdivision patterns, economically outmoded areas, etc. Second, it means making the effort to protect or conserve the community's existing investment in housing, industry, commercial buildings, public facilities, institutions, etc. No person can alone take all the actions necessary to protect the value of his property, since failure by others can mean his efforts have been in vain. Thus, perforce, renewal in the sense of conservation must be a coordinated effort of all concerned. Thirdly, renewal means providing within the community those features necessary to make it attractive to future development. Thus, for example, downtown redevelopment must do more than merely eliminate the worst elements and conserve those worth retaining. At the same time it must create a new type of center, one that will allow Richmond to move forward in ways otherwise not possible.

If Richmond expects to substantially change the present image of itself which exists in the San Francisco Bay Area it must achieve this goal of becoming a balanced, healthy and interesting community. No community in the Bay Area has more to benefit than Richmond from carrying out a broad and aggressive renewal program.

GENERAL CONCLUSIONS AND SUMMARY OF RECOMMENDATIONS

Certain general conclusions can be drawn from the CRP study about the overall framework for future action in Richmond. These general conclusions are enumerated below:

1) Richmond's renewal problems are comprehensible, that is, they are not so vast or complex, as in many larger cities, as to make it virtually impossible to know where to begin meeting them. This is not to say that Richmond's problems can be solved quickly or with easy remedies, but they are by no means beyond the grasp of knowledgeable and concerned citizens and public officials. Furthermore, large segments of Richmond, by virtue of being open land, recent subdivisions, or extensive industrial areas, have little or no need for renewal action.

2) Richmond's renewal problems apparently can be met by more or less conventional solutions, if these solutions are imaginatively and skillfully applied.

3) A combination of several factors makes this a particularly desirable time to initiate a renewal action program. These factors are:

   a) The war-time and post-war social and economic dislocations have been substantially reduced.

   b) The necessity of correcting the image of Richmond as an undesirable place to live is becoming increasingly pressing as the past image becomes less and less accurate.

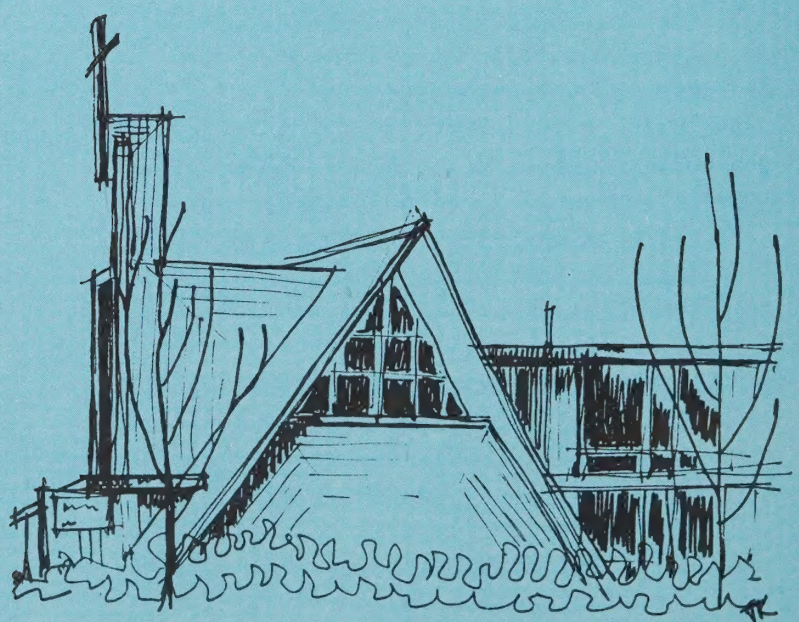
   c) Richmond's rate of growth has become relatively steady and rapid and the prognosis is that this pattern will continue for the next five to ten years.

   d) The Planning Commission has just completed special studies of the Iron Triangle and Rapid Transit Corridor areas, both of which are key parts of the overall renewal picture.

   e) There are now sufficient legal, financial and administrative tools available, as a result of recent state and federal legislation, to fashion a truly comprehensive renewal program.

In line with these general conclusions the Community Renewal Program's specific recommendations for action call primarily for recognized urban renewal methods. They call for actions which the city can undertake relatively quickly and without any immediate alteration in the City's administrative structure. Below is a brief summary of the major specific recommendations for renewal action proposed by the Community Renewal Program.

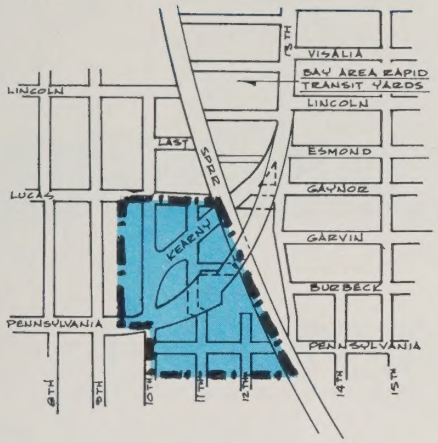
The following paragraphs list actions recommended by the CRP, broken down by category, i.e., redevelopment projects, public improvements, etc., and by priority, with items listed first being highest in priority. This report is a summary only; background information plus more detailed discussion of specific renewal problems and actions is presented in the complete report, available for review at the City Planning Department, City Hall.



EASTER HILL METHODIST CHURCH

SUMMARY OF MAJOR SPECIFIC RECOMMENDATIONS, WITH PRIORITIES

REDEVELOPMENT PROJECTS



LUCAS PARK

(a) "Lucas Park Project" This project is made feasible as a result of the proposed construction by BARTD of an overpass connection between 10th and 13th Streets and the opportunity to vacate the Kearney Avenue right-of-way, since Kearney Avenue will be replaced by the overpass. In order to coordinate with this construction which must be completed by 1968, it is recommended that this project be initiated immediately.

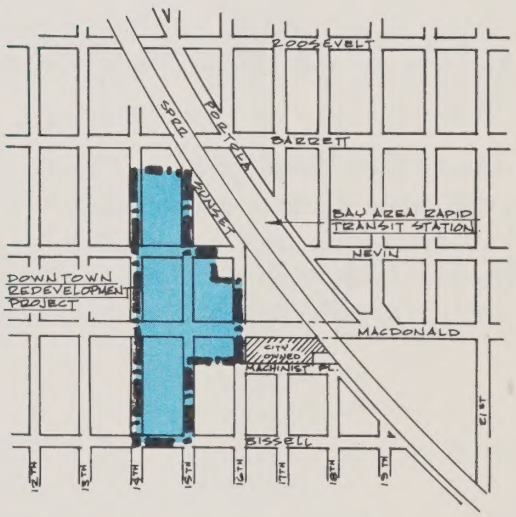
The 10.2-acre project will provide approximately 75 units in residential development (preferably low or moderate income) which can be used as a resource to meet relocation needs from the downtown redevelopment project. In addition, it will provide an adequate site for development of park and playground facilities and a baseball diamond. At the same time the project will eliminate present blighted conditions in the area and will provide an effective means for putting to productive use the large amounts of street right-of-way which will no longer be needed.

Table 2-A below gives a breakdown of estimated project cost as of October, 1965. Detailed project planning will include preparation of more refined cost estimates.

TABLE 2-A

"LUCAS PARK" PROJECT

1)	Estimated Gross Project Cost	$ 902,000
2)	Estimated proceeds from Sale of Land (@ $1.60/sq. ft. for approx. 226,000 of residential land)	362,000
3)	Estimated Net Project Cost (Line 1 minus Line 2)	540,000
4)	Local Community Share (1/3 of Line 3	180,000
5)	Federal Government Share (2/3 of Line 3)	360,000
6)	Relocation Payments (100% Federal)	6,300
7)	Total Federal Grant (Line 5 plus Line 6)	366,300



PORTAL

(b) "Portal Project"--This 12.6-acre project is also closely related to BARTD plans and also recommended for immediate undertaking. It covers the small but extremely important area linking the Rapid Transit Station site and the Downtown Redevelopment Project. The Rapid Transit Corridor Study has developed general guide lines for this area and it is now important that detailed planning be undertaken as soon as possible.

The project will provide space for commercial and possibly new residential development as well as the improvement of existing facilities which can be incorporated into the future development. Other uses, such as special institutions, churches, offices, landscaped open space, parking, etc., may be found suitable, depending on future planning studies. Although for reasons of timing the city may not wish to include within the Portal Project the city-owned property east of 16th Street, between Macdonald Avenue and Machinist Place, this parcel should be given special consideration. A set of specific development restrictions, very similar to those included in an urban renewal plan, should be prepared and attached to the property prior to disposition of it by the city. Obviously, these controls should be closely tied to those of the Portal Redevelopment Project.

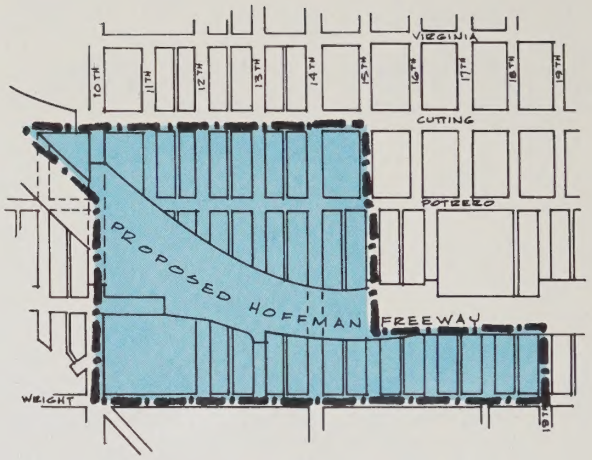
The coordinated development of these two areas will make Nevin and Macdonald Avenue into two attractive new approaches to the rebuilt downtown Richmond in place of the present dreary and blighted street frontages.

TABLE 2-B

"PORTAL" PROJECT

1) Estimated Gross Project Cost	$ 3,383,000
2) Estimated Proceeds from Sale of Land (@ $2.50/sq. ft. for 100,000 sq. ft. of res. land and @ $5.00/sq. ft. for 154,800 of comm. land)	1,024,000
3) Estimated Net Project Cost (Line 1 minus Line 2)	2,359,000
4) Local Community Share (1/3 of Line 3)	786,000
5) Federal Government Share (2/3 of Line 3)	1,573,000
6) Relocation Payments (100% Federal)	37,800
7) Total Federal Grant (Line 5 plus Line 6)	1,610,800

Table 2-B gives a breakdown of estimated project cost, as of October, 1965. Detailed project planning will include preparation of more refined cost estimates.



HOFFMAN-1

(c) "Hoffman-I Industrial Park Project"--The preliminary report of the CRP, published in June, 1965, proposed two industrial-commercial redevelopment projects lying north and south of the proposed Hoffman Freeway and proposed for development in conjunction with the freeway, i.e., after 1972. However, this approach was later revised to call for undertaking a redevelopment project in the central part of this section in 1967 or 1968. The principal purpose in moving this portion ahead was to permit earlier elimination of the blighted conditions in the area. From the point of view of affecting the public's image of Richmond these few blocks along Cutting and Hoffman Boulevards (the major approaches to the Richmond-San Rafael Bridge) are extremely critical. In addition, since much of the land is vacant, unless action is taken soon the area will gradually fill up with a mixture of generally low-quality industrial, commercial and open storage uses, making redevelopment increasingly difficult.

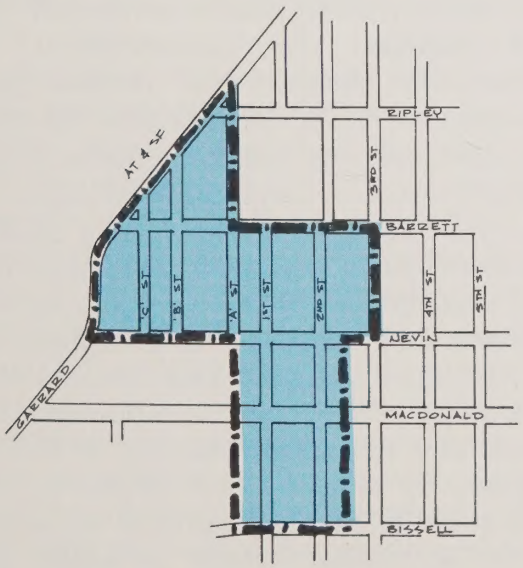
The proposed redevelopment would include light industrial and distributing operations, principally on small parcels ranging from 1/4 acre to one acre; highway commercial uses along Cutting Boulevard; and space for the expansion or reconstruction of Kaiser Hospital.

The areas included in the original Hoffman Project proposals but excluded from the revised project should continue to be considered for eventual redevelopment, but only after construction of the freeway. In addition, the small, roughly triangular area between Hoffman and Cutting Boulevards and South 31st Street and the Southern Pacific Railroad, should be included with the above for study as a possible light industrial redevelopment area once the freeway is completed. Table 2-C gives cost estimates for the Hoffman-I Project. These figures should be kept up to date as part of the annual review of the CRP.

TABLE 2-C

"HOFFMAN-I" INDUSTRIAL PARK PROJECT

1) Estimated Gross Project Cost	$ 2,033,000
2) Estimated Proceeds from Sale of Land (@ $0.75/sq. ft. for 1,300,000 sq. ft. of industrial land and @ $2.75/sq. ft. for 100,000 sq. ft. of commercial land)	1,250,000
3) Estimated Net Project Cost (Line 1 minus Line 3)	783,000
4) Local Community Share (1/3 of Line 3)	261,000
5) Federal Government Share (2/3 of Line 3)	522,000
6) Relocation Payments (100% Federal)	21,300
7) Total Federal Grant (Line 5 plus Line 6)	543,300



WEST NEVIN

(d) "West Nevin Project" -- The fourth redevelopment Project proposed in the Community Renewal Program is the "West Nevin Project", in the vicinity of A, B and C Streets. This would be a predominantly low or medium income residential project, with a small amount of light industry north of Barrett and near 1st and Nevin and possibly some neighborhood commercial uses near 1st and Macdonald. Because the current market for residential development in this area appears relatively weak, according to the economic survey by Marshall and Stevens, and because the city's resources will be stretched to meet the higher priority Lucas Park and Portal Projects, this project is recommended for development in approximately 2 or 3 years, i.e., 1968.

The eventual redevelopment of this area will eliminate some of the worst blight and deterioration in the Iron Triangle. The approximately 325 new housing units possible in the project and the adjacent Santa Fe owned tract, plus the present Atchison Village apartments, would create a sizeable residential "anchor" for the western portion of the Iron Triangle as well as relocation housing and potential customers for the downtown project.

Estimated project costs are included in Table 2-D.

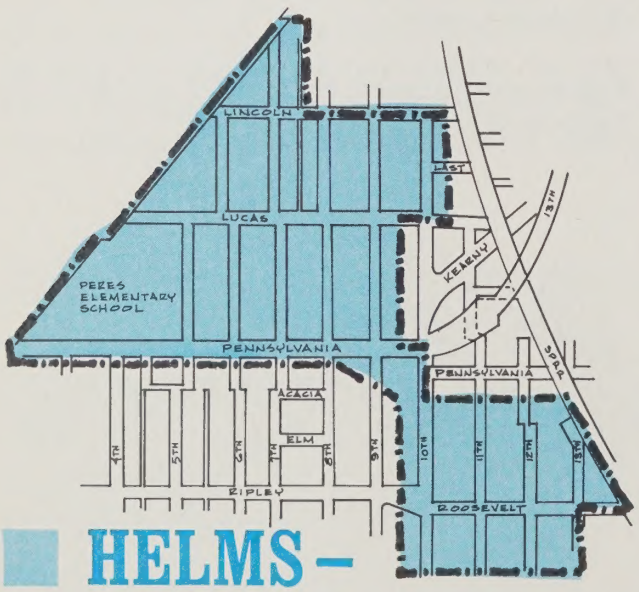
TABLE 2-D

"WEST NEVIN" PROJECT

1) Estimated Gross Project	$ 4,162,900
2) Estimated Proceeds from Sale of Land (@ $1.30/sq. ft. for approx. 775,000 sq. ft. of residential, commercial and light industrial land)	1,007,500
3) Estimated Net Project Cost (Line 1 minus Line 2)	3,155,400
4) Local Community Share (1/3 of Line 3)	1,051,800
5) Federal Government Share (2/3 of Line 3)	2,103,600
6) Relocation Payments (100% Federal)	71,100
7) Total Federal Grant (Line 5 plus Line 6)	2,174,700

FEDERALLY-ASSISTED CODE ENFORCEMENT AREAS

The Housing Act of 1965, under Section 117, provides for Federal-local sharing of costs on a two-thirds/one-third basis, in special code enforcement areas. Richmond, with a well-established and experienced housing code enforcement program, is in an excellent position to take advantage of this legislation. The CRP is proposing one such federally-assisted program, with recommendations for use of the program in other areas if the initial experience is favorable. Such a program would call for federal grants for two-thirds of the total cost for salaries and overhead, assistance of various kinds to home-owners, installation of certain public works, such as street improvements, curbs, and gutters, etc., plus moving costs should there be any need for family relocation. The act provides that code enforcement projects must be completed within three years.



HELMS - TRIANGLE NORTH

(a) Helms-Triangle North Code Enforcement Area--This area, which covers a large part of the better single-family housing within the Iron Triangle, is particularly well suited for trying out a program of this nature. Very detailed data on housing conditions, incomes, housing needs, etc., have recently been gathered as part of the Iron Triangle Study and is available to aid in planning a code enforcement program.

Residents of these neighborhoods would benefit from area-wide property improvement and are in a sufficiently good position to meet some of the property improvement costs. It is also an area which could take advantage of the favorable rehabilitation grant and reduced interest loan programs for low income residents included in the 1965 Housing Act. Upgrading of various public facilities plus redevelopment of the Downtown, Portal and Lucas Park areas will also benefit the area. In turn, stabilizing of these sections of the Iron Triangle will be very beneficial for the new Downtown business center. It is recommended that Richmond initiate immediately a special code enforcement program, under the provisions of the 1965 Housing Act. Financing for this project will depend on the extent to which the City is able to meet its share of the total cost. The current Capital Improvement Program includes the reconstruction and widening of Pennsylvania Avenue from Garrard to 10th Street, scheduled for 1968. This work, entirely within the recommended project area, is estimated to cost $159,000, to be paid for from gas tax funds. If all of this $159,000 is acceptable as the one-third local share of the total project cost, approximately $320,000 of other improvements and administrative costs could be financed without need for other local expenditures. Administration costs are estimated at $30,000 per year, or $90,000 for three years. This would provide for one fulltime inspector, one "rehabilitation advisor" to assist area residents in design, financing (especially rehabilitation loan or grant assistance), and in any other ways possible, and one fulltime clerical position, plus related administrative costs. Present Planning Department estimates of costs of street and curb and gutter improvements indicate that all necessary work in the area could be done for approximately $225,000. This figure plus $90,000 for administration, comes to $315,000 or almost exactly the $320,000 Federal share.

If only part of the $159,000 cost for Pennsylvania Avenue improvement is eligible as the local share, then the total cost of the project would have to be reduced accordingly unless the city contributed in some other manner to the project.

(Note: For administrative reasons it might be desirable to split this project into two sections, at Pennsylvania Avenue. If this is done, both parts should be carried out simultaneously if possible. Otherwise, in accordance with the Iron Triangle Plan, the area north of Pennsylvania should be covered first--but only after first rezoning from the present R-2 District to the lower density districts recommended in the Iron Triangle Plan.)

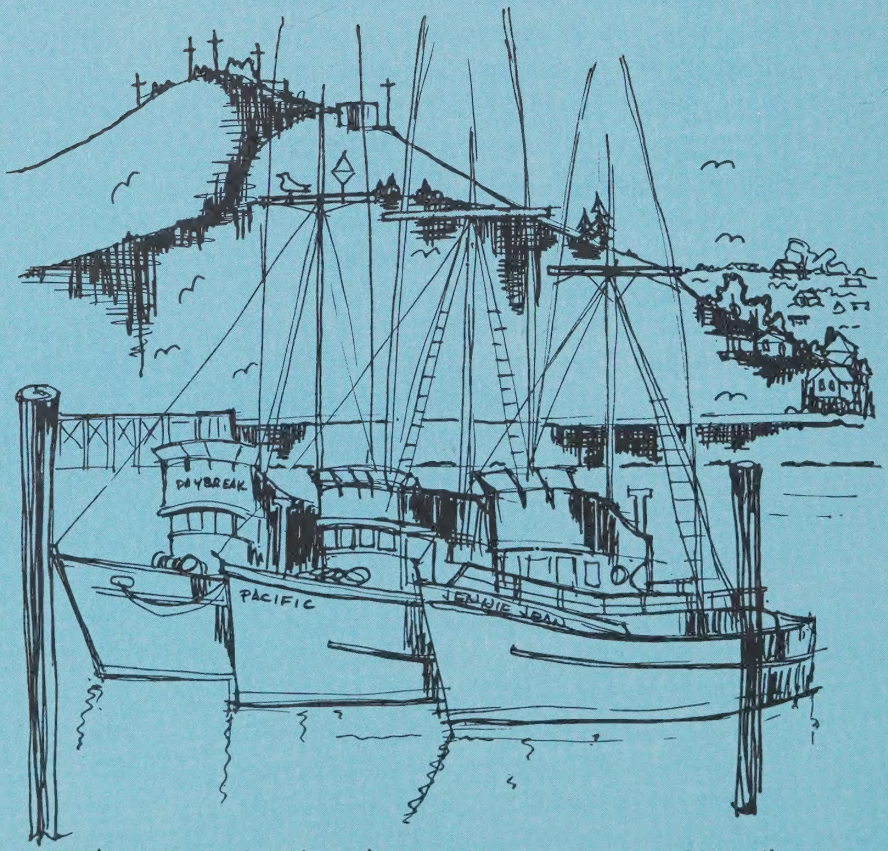
OTHER SPECIAL CODE ENFORCEMENT AREAS

Although the Helms-Triangle north area is recommended as the first location for a Federally-assisted code enforcement-public improvement effort in Richmond, there are several other areas where the same or a similar approach would be very desirable. The city, however, is not in a position financially to move ahead in all of these areas at once, which presents the problem of determining alternative actions and priorities. Since all neighborhood conservation-type programs require public and private investment in some combination, the following CRP recommendations are based on the assumption that greater public resources will be necessary in those areas where private resources are smaller.

(a) North Richmond Area. -- The CRP recommends that a federally assisted code enforcement program be undertaken in this area after completion of work in the Helms-Triangle North Area. In the interim period other CRP recommendations, such as zoning revision, annexation to Richmond, park and playground improvements, beginning of construction on the North Richmond Bypass, etc., should be undertaken. These actions along with the trend upward in the general condition of the North Richmond area should improve the area's ability to take advantage of a Federally-assisted code enforcement program.

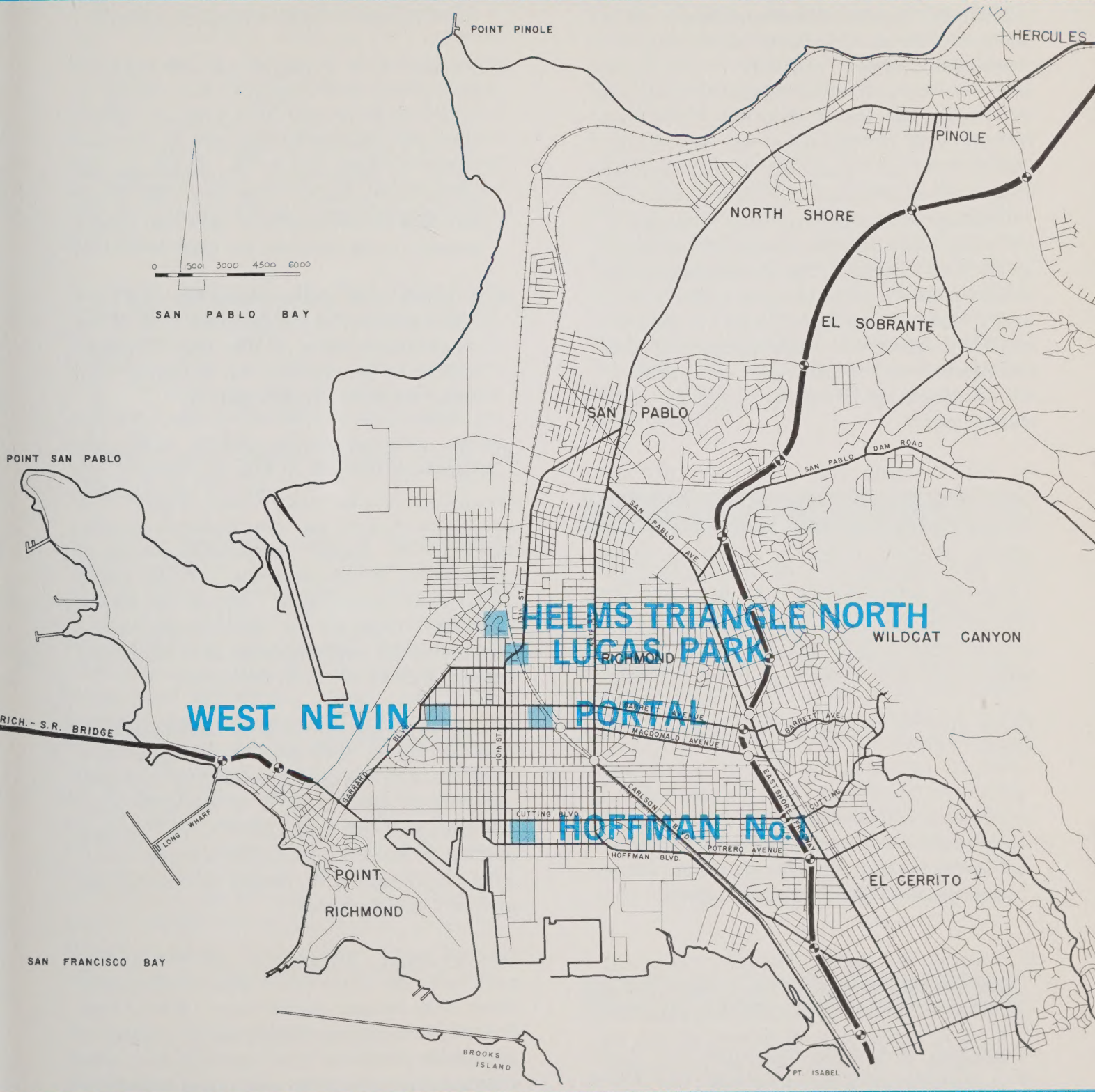
(b) Santa Fe Neighborhood--The CRP also recommends that federally-assisted code enforcement program be undertaken in the Santa Fe Neighborhood after completion of work in the Helms-Triangle North Area. If it is financially feasible for the city, this should be simultaneous with efforts in North Richmond; if not feasible, priority should be given to North Richmond. (This priority decision should be reviewed during the annual review of the CRP.) In the interim period the various community improvement measures recommended in the CRP, including particularly storm drainage construction, and the Santa Fe Local Area Plan should be undertaken.

(c) Pt. Richmond, Stege, Rapid Transit Station and Parchester Village Areas. -- These four areas are parts of the city where intensive code enforcement is necessary, but which cannot at present justify a federally-assisted program. This means that some change will be necessary in the city's present housing code enforcement policy. Currently, enforcement is on the basis of complaints or referrals from other agencies, with each of the city's three inspectors covering a large segment of the city. To meet the need for more systematic code enforcement in these four smaller areas present policy will have to be modified. This could be done either through expansion of staff so that one or more inspectors could be assigned to a particular small area or by attempting to concentrate the effort of present inspectors, at the expense of needed activity elsewhere in the city. Obviously, the first approach would permit more effective efforts to meet the needs for community upgrading in these areas and it is recommended by the CRP.



RICHMOND YACHT HARBOR TK.

SITE LOCATION MAP



RICHMOND CRP

MAJOR ZONING CHANGES

There are several sizeable areas in Richmond where present zoning is not compatible with future beneficial development and where it represents an obstacle to community improvement efforts. The CRP recommends that the zoning in these areas be reviewed and changed as necessary to bring it to conformity with the needs of the community. The CRP recommendations are not precise and all changes would, of course, follow the customary and legally required procedures, including public hearings, before final action by the City Council. The recommendations listed below are in appropriate order of priority. Wherever zoning changes are recommended in areas where special housing code enforcement efforts are also recommended, the zoning change should precede the code enforcement.

(a) Iron Triangle Area.--Both the CRP and the Planning Department studies for the Iron Triangle Plan have shown need for major zoning revision within the triangle. Since this Plan will contain more specific and detailed recommendations for changes, the CRP has limited itself to general recommendations indicating the nature of the changes needed to facilitate renewal in the Triangle.

These general recommendations are listed below:

1) Present R-2 zoning in the area north of Pennsylvania Avenue should be changed to R-1 (Single Family) or other lower density residential classification.

2) Present R-2 zoning between Roosevelt and Pennsylvania and R-3 zoning between Roosevelt and Barrett (and extending almost to Nevin near 4th Street) should be changed to a lower density residential classification, possible R-MD.

3) Present M-2 zoning south of Barrett, between Garrard and 5th Street should be changed to appropriate residential or commercial classifications. (Except that M-2 zoning might be retained for any area in the proposed West Nevin Redevelopment Project to be retained as industrial.)

4) Present R-3 zoning in the southeastern part of the Iron Triangle, i.e., south of Macdonald and east of 10th Street, should be modified so as to require greater open space for high density developments and so as to give some form of bonus to encourage the assembly of land into larger parcels more suitable for high densities.

5) Present M-2 zoning along the Santa Fe and Southern Pacific rights-of-way in the southeastern part of the Iron Triangle should be changed to the modified R-3 zone (see paragraph 4 above).

(b) Rapid Transit Station Area.--Present zoning (R-2, R-3, C-2, CM and M-2) in the triangular area between Pennsylvania Avenue, 23rd Street, and the Southern Pacific right-of-way should be revised so as to conform to recommendations of the Rapid Transit Corridor Study. One of the major revisions would be the development of inducements for land assembly as in the southeastern part of the Iron Triangle.

(c) North Richmond--It is recommended that R-2 zoning in this area be changed to a lower density residential category, preferably R-1 (Single Family). If the CRP recommendation for annexation of the County portion of North Richmond is accomplished, a thorough review of zoning throughout the area will be required.

(d) Coronado Area.--The present zoning pattern in the Coronado Area, particularly along Ohio Avenue and between 10th and 15th Streets, is unduly complicated. This pattern should be reviewed and revised so as to eliminate unnecessary commercial and industrial zoning and to reduce permitted densities in areas not already zoned R-1.

(e) Additional minor zoning revisions are included with the specific renewal actions for each of the Study Areas.

PUBLIC WORKS PROJECTS

Some areas of Richmond are affected by blighting factors which can only be eliminated by the construction of major public works to relieve the problem. Although such projects are often costly, failure to undertake them can negate the value of other renewal efforts. Therefore, such projects must be included as a part of any comprehensive community renewal effort. The CRP recommends that the following public works be carried out as soon as it is financially possible for the city to do so.

(a) North Richmond By-Pass.--This new major thoroughfare has regional significance for all western Contra Costa County and on this basis alone is justified. Also, however, it is essential in order to eliminate heavy traffic through the North Richmond neighborhood. This traffic, which includes many heavy trucks, is one of the worst blighting influences in the area.

(b) Storm Drainage.--One of Richmond's chronic problems has been storm drainage control. Some improvements have been made in the past, particularly in Redevelopment areas, but the problem is still serious. The CRP recommends that the City undertake the accelerated systematic storm sewer construction program currently under study. It is further recommended that the cost of this work be distributed among (1) the area affected, (2) the city as a whole through the special tax allocation enacted by the Council, and (3) the Federal Government (up to 50% under recent provisions of the Housing and Urban Development Act of 1965). As soon as financing is established a construction schedule should be prepared to assure the affected neighborhoods that the problem will be met.

(c) Minor Public Works Needs.--In many areas of Richmond there exist substandard public facilities of a more or less minor nature, for example, curbs and gutters, sidewalks, street pavements, street signs and traffic controls, street lights, etc. Past city practice has been to place the burden of providing these facilities primarily on the property owner benefitted. This has resulted in very uneven development (sometimes part of a block has curbs and gutters and part simply ditches). It has also meant that it generally takes many years to bring an area up to standard. In order to step up this pace the CRP recommends that the city increase its share of the cost of this type of minor improvement and also seek to increase neighborhood efforts to set up assessment districts. Obviously, a change in the city's present policy will create an inequitable situation insofar as those neighborhoods which have already undertaken this type of improvement are concerned. However, this does not reduce the need in other areas - areas which generally are least able to afford the costs. If the necessary work is to be done, the city must revise its approach to the problem.

PARK AND RECREATION FACILITIES

The Parks and recreation Master Plan (incorporated as the "Resources for Leisure" section of the Richmond General Plan) is the basic document for future park and recreation development. The CRP recognizes that development of park and recreation facilities improves the overall renewal climate of the city and therefore supports the recommended expansion of the present program. In addition, because some of the park and recreation proposals have particular significance to the renewal of specific study areas, these proposals have been singled out as part of the CRP recommended actions for these areas.

ANNEXATION

There are four areas adjacent to Richmond which are presently unincorporated yet are predominantly urban in character and in which renewal efforts could be more effectively undertaken if they were carried out through an incorporated city government. Two of these, North Richmond and the small island of County territory north of Central

Avenue in the "Annex" area, can only be annexed to Richmond. The CRP recommends these two annexations.

The other two areas, known as Rollingwood and East Richmond Heights, could be annexed to either Richmond or San Pablo or El Cerrito, respectively. The CRP recommends a thorough study of the question of annexation in these areas in order to determine the best method of providing the needed public services.

SPECIAL DESIGN STUDIES

Two parts of Richmond have especially good potential to develop into exciting and possibly unique areas in the San Francisco Bay Region if they are encouraged to develop properly. These two areas are Pt. Richmond and the area extending from the Downtown Redevelopment Area to the Civic Center, including the new Rapid Transit Station area. The CRP recommends:

1) That the Planning Commission undertake design and development studies for the entire Pt. Richmond-Pt. San Pablo area. (To the extent possible, earlier information and material prepared by residents of the Pt. Richmond area should be used.)

2) That the City of Richmond expand the design studies already endorsed by the Planning Commission for the Downtown-Civic Center corridor as part of their Rapid Transit studies. In addition, the city should undertake a thorough study of all possible means of effectuating the plans developed by these studies.

OTHER MAJOR RECOMMENDATIONS

In addition to the above recommendations, which generally are related to a particular section of the city, the CRP contains recommendations for actions which are directed at the city as a whole or at conditions which are found in many parts of the city. These recommendations are summarized below:

(a) The need for more information to assist the City Council, City Manager and City Departments in making decisions is rapidly growing. At the same time the ability to handle this information and to make it available to those who need it is also expanding. The CRP recommends that Richmond increase its present efforts to develop an automated information system for the storage and processing of the vast amount of data gathered and used by the city. A detailed discussion of actions to be taken by the city to accomplish this is presented in the full report of the CRP.

(b) The Capital Improvement Program, established by Ordinance No. 53 N.S. of July 20, 1964, is a means whereby the department heads, the Manager, and the Council prepare, review, and adopt the long-range program of capital projects. Although Ordinance No. 53 N.S. provides for both the Capital Improvement Program and the Capital Budget, it does not require the preparation and adoption of a Long-Range Financial Plan. This plan would examine the long-range financial capabilities of the city and provide the means of executing the capital program on a sustained basis. The CRP recommends that the City Council amend Ordinance 53 N.S. to include the necessary provisions for a Long-Range Financial Plan, and that prior to its next annual review of the Capital Improvement Program the city prepare for Council adoption a Long-Range Financial Plan for the city.

(c) Richmond has a serious problem of unattractive strip commercial development and low quality frontage development along major thoroughfares. The CRP recommends that the Richmond Planning Commission undertake a detailed study of these areas in order to develop ways and means of minimizing the blighting influence of these areas on the community as a whole.

(d) Another blighting factor in Richmond is the large number of low quality, high density speculative apartments scattered throughout many parts of the city. Although

neighborhood opposition has resulted in zoning changes which have curtailed new construction sharply, those already built remain as a problem. The CRP recommends that the city, using outside consulting assistance if necessary, undertake a study of ways in which these units can be improved in appearance and made more suitable as parts of the city's housing stock.

(e) In recent years the doctrine that a public agency had no responsibility for assistance to persons or businesses dislocated by public action, such as freeway construction or urban renewal, has been gradually declining. The CRP recognizes the public obligation in the matter of relocation assistance and recommends that the City of Richmond establish a centralized relocation service, possibly in connection with the Redevelopment Agency, to assist any person or business displaced by any public action.

(f) One of the critical problems in improving property in Richmond is the difficulty of obtaining financing from lending agencies. The CRP recommends that the City of Richmond, in conjunction with the Chamber of Commerce and local lending agencies, develop a campaign to break down existing prejudices about the suitability of lending in Richmond, with special emphasis on overcoming the represent reluctance to make loans in certain portions of the city.

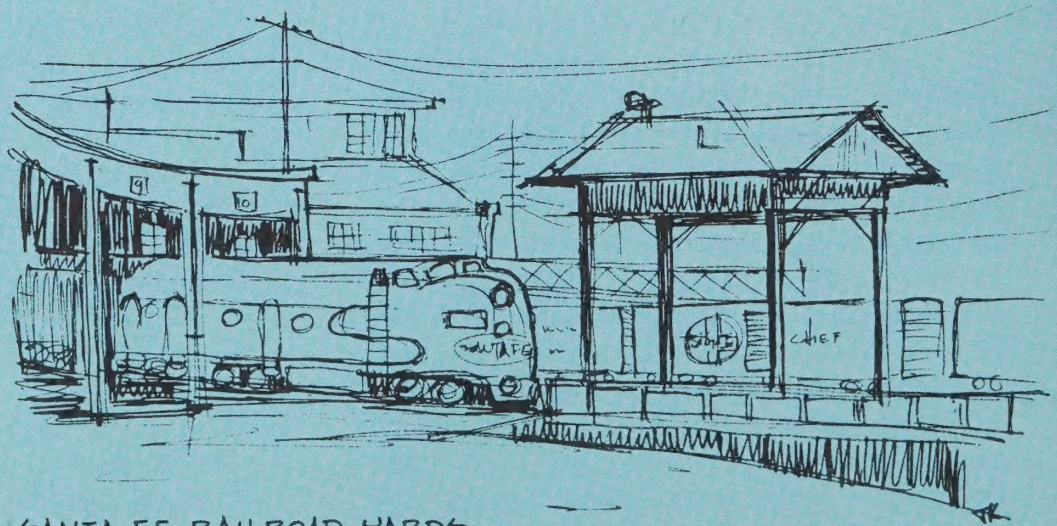
(g) The CRP conducted a special study of Richmond's industrial areas, by field surveys, review of ownership patterns and assessor's data on type and condition of buildings, and by means of special questionnaires sent to industrial establishments in the city. The results of this special study indicated that Richmond has no concentrations of obsolete or deteriorated industrial buildings, as many other cities have. None of the accepted renewal treatments, such as redevelopment, rehabilitation, etc., was determined necessary. The major CRP recommendation for these areas is the adoption of a "Conservation" type approach, calling for a combination of private and public efforts to maintain and improve Richmond's industrial areas.

(h) During the 1965 session, the State Legislature created a new Department of Housing and Urban Development to assist local communities in solving their problems relating to housing and development and to assist communities in taking advantage of various Federal programs. The CRP recommends that Richmond establish a close liaison with representatives of this Department in order to avail itself of its services to the maximum.

(i) Strong neighborhood councils are an essential ingredient of well planned and executed renewal programs. The recent change in the City support for the Neighborhood Councils has seriously hampered their effectiveness. The CRP recommends that the City take immediate action to provide adequate staff support of the Neighborhood Councils in order to restore their former effectiveness. The CRP further recommends that the location of this support within the City government be determined after consultation with the Neighborhood Councils to determine their needs in the matter.

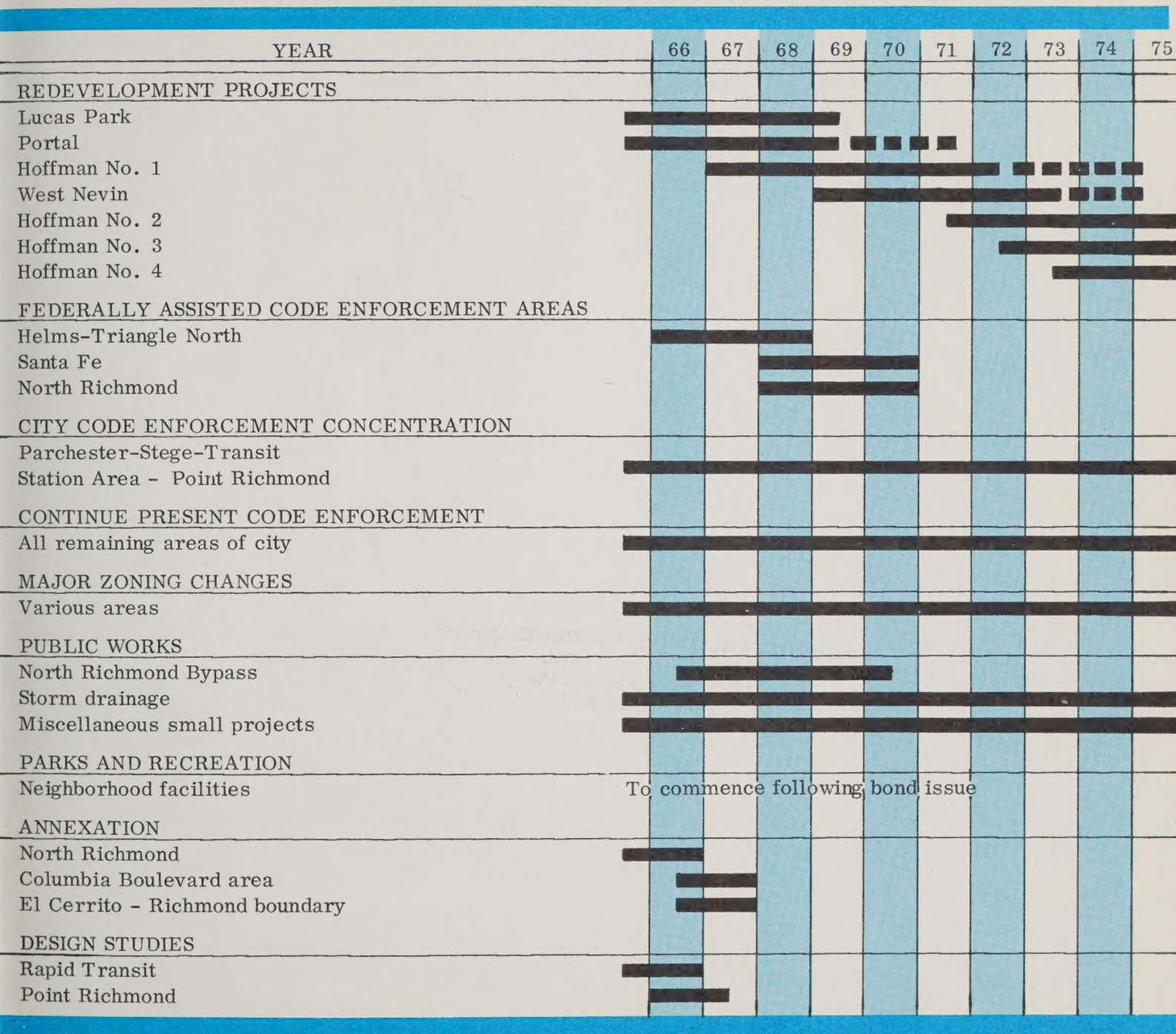
CONTINUATION AND REVISION OF THE CRP

The preceding recommendations are based on the current assessment of Richmond's renewal needs, projections of its future based on the General Plan and various local area plans, and such known future events as the BARTD system and State freeway construction. Obviously, Richmond's needs will change and there will also be changes in the various factors affecting renewal, such as State and Federal laws, the City's financial picture, the timing of construction of major public facilities, etc. In order to keep the CRP current it is recommended that it be reviewed annually and any necessary revisions made. This review should be coordinated with the annual review of the Capital Improvement Program and the General Plan. The updating of all three of these planning elements will be greatly facilitated by the establishment of a city-wide "data bank" and an automated information processing system.



SANTA FE RAILROAD YARDS

TIMETABLE FOR RENEWAL ACTION



CRP

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The following public or private agencies assisted in the preparation of this program:

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The Public Works, Finance, Recreation & Parks Dep'ts; the Building Regulations Division; and the offices of the City Assessor & City Manager of the City of Richmond
The Richmond Redevelopment Agency
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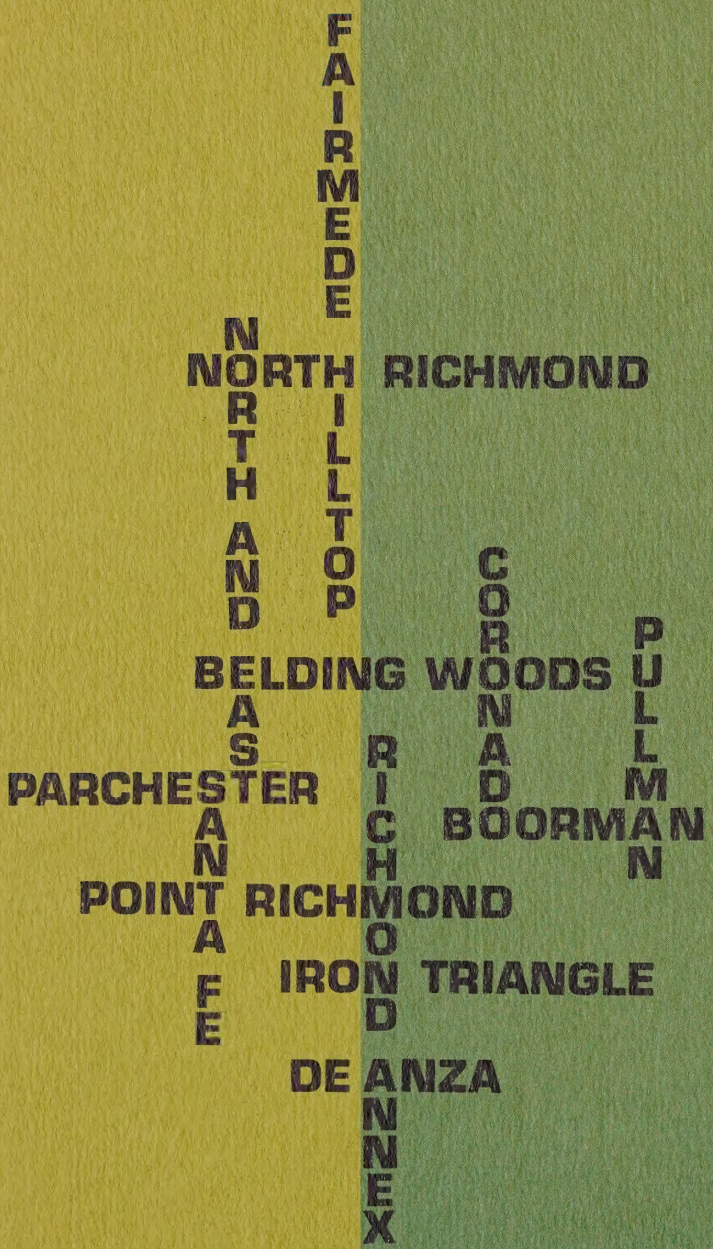
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